

## **SECTION 31 Q & A:**

**Q. Who is the City of Scottsdale Project Manager for the section 31 emergency access project?**

*A. Christopher Perkins (480) 312-7845*

**Q. Will the emergency access route be paved?**

*A. No, the emergency access will not be paved; it will be a natural dirt surface similar to the rest of the roads in the section.*

**Q. Who will maintain the emergency access within section 31?**

*A. The emergency access route will be maintained by the City of Scottsdale's street operations department.*

**Q. What has the City of Scottsdale done to protect native plants within section 31?**

*A. Due to small size, plant health, and time of year not all native plants are salvageable. Those plants that are salvageable, and in conflict with the emergency access route, the City of Scottsdale will relocate and irrigate them within City right-of-way and within Section 31; To determine which native plants are salvageable a licensed native plant inventory company was hired to survey and tag all native plants within the right-of-way which meet the City's minimum size requirements. Not all tagged plants will be removed or relocated, only those in conflict with the emergency access route.*

**Q. What has the City of Scottsdale done to protect the rural character of section 31?**

*A. In an effort to minimize disturbance to the Sonoran desert environment 75% of the emergency access route will follow existing traveled routes which will require minor re-alignment &/or widening to pull them into City right-of-way or achieve 20-foot minimum fire department recommended access width. The remaining 25% is along 94<sup>th</sup> Street between Jomax and Pinnacle Vista over an existing municipal water line easement. On the 94<sup>th</sup> Street section, 13 native plants will be relocated and watered on site and the alignment intentionally meanders to avoid additional relocations and to replicate the character of the existing access route.*

**Q. What has the City of Scottsdale done to protect the drainage patterns within section 31?**

*A. The City is currently performing a detailed two-dimensional flow pattern analysis on Section 31 and the contributing watershed. This analysis will identify existing flow patterns based on NOAA 14 statistical rainfall data and infiltration data using NRCS soil data and Maricopa County infiltration parameters. Existing flow patterns and discharges in all washes within the project area will be preserved.*

**Q. Will the City install culverts along the emergency access route?**

*A. Culverts are not anticipated. However, there are several washes that could experience larger flows. Low water crossings may be required at these few locations to pass 10-year flows and maintain 12" minimum flow depths for emergency vehicle access. Low water crossings can be*

*configured with rustication and upper sonoran desert coloring and erosion protection in order minimize/eliminate visual impacts to residents.*

**Q. Will the City of Scottsdale block access to “The Boulders Entrance”?**

*A. No, “The Boulders Entrance” is a private access route that will remain unchanged by the section 31 emergency access project.*

**Q. There are numerous possible emergency routes through section 31, why did the City choose this route?**

*A. The City chose the most cost effective route through section 31. The route conforms to the approved City of Scottsdale Transportation Master Plan, follows existing waterlines providing the Fire Department access to existing fire hydrants and, provides two City-maintained access points along Jomax and one City-maintained access point at Dynamite.*